

## TRANSPORTATION COMMITTEE MEETING MINUTES

March 24, 2011

The City Council Transportation Committee of the City of Norman, Cleveland County, State of Oklahoma, met at 5:30 p.m. in the Municipal Building Conference Room on the 24th day of March, 2011, and notice and agenda of the meeting were posted in the Municipal Building at 201 West Gray and the Norman Public Library at 225 North Webster 48 hours prior to the beginning of the meeting.

MEMBERS PRESENT: Councilmembers Butler, Cubberley, Kovach,  
Chairman Quinn

MEMBERS ABSENT: None

OTHERS PRESENT: Mr. Angelo Lombardo, Traffic Engineer  
Mr. Doug Myers, OU Parking and Transportation  
Administrator  
Ms. Linda Price, Revitalization Manager  
Mr. David Reiland, Traffic Engineer  
Mr. Dave Spaulding, Councilmember-Elect Ward 5  
Mr. Wayne Wickman, OU Transit Operations Manager  
Ms. Syndi Runyon, Administrative Technician IV

### DISCUSSION REGARDING CART RIDERSHIP REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE.

Mr. Doug Myers, OU Parking and Transportation Administrator, reported the ridership remains steady.

#### Items submitted for the record

1. Cleveland Area Rapid Transit Ridership Totals for the Months of October 2010, November 2010, and December 2010

### CONGRESSMAN TOM COLE'S VISIT TO NORMAN TO SEE CART'S NEW COMPRESSED NATURAL GAS VEHICLES.

Mr. Myers said Congressman Tom Cole was instrumental in the passage of an earmark for CART to purchase six compressed natural gas (CNG) busses and CART arranged a ribbon cutting ceremony with Congressman Cole on Tuesday, April 26th, at 11:00 a.m. He invited the Mayor and City Council to attend.

Mr. Myers said he was in Washington D.C. last week and spoke with Congressmen, Senators, and Staff regarding federal funding decreases. At that time, he stressed the importance of decisions being made at the local level instead of Washington. He explained CART's concerns about federal funds being reduced and CART becoming a part of the Central Oklahoma Transportation and Parking Authority (COPTA) as a Large Urban Area, which would not allow CART to use federal funds for operational expenses, only capital expenses. Chairman Quinn asked if Mr. Myers had requested an exception, which was made the last time CART was placed as a Large Urban Area, and Mr. Myers said yes. He said he talked to them about the 100 Bus Coalition, which allows anyone with 100 or less operating busses to spend their money on operating expenses. He said merging with Oklahoma City would mean less federal funding, but the legislature said they would put new language in the Transportation Bill to address the issues and he felt it was a very positive visit.

#### Items submitted for the record

1. Brochure entitled, "CART. We're Going Places"
2. City Transportation Committee Update dated March 24, 2011

REQUEST FROM CART FOR A LEFT TURN SIGNAL AT LINDSEY STREET AND ASP AVENUE.

Mr. Myers said there are three intersections where busses have problems navigating, but felt that difficulty in making a left turn onto Lindsey Street from Asp Avenue is the most problematic for busses, or any vehicle. He requested a dedicated left turn signal be installed. Mr. Angelo Lombardo, Traffic Engineer, said when OU was building the parking garage near the stadium, the City asked the University to do a traffic impact study, which they did in 2000. He said due to the study, changes were made to improve the intersection and providing a left turn at that intersection was addressed. He said, at that time, because of the number of pedestrians, proximity of traffic signals, and the traffic saturation on Lindsey Street the study showed that introducing a left turn signal at Asp Avenue would make the intersection operate at a worse level of service so it was not pursued. Mr. Lombardo said the real issue is adding capacity to Lindsey Street. He said Staff is currently reviewing the situation to try to identify a more efficient way of handling the coordination of the signals. Councilmember Cubberley said there is as much of a pedestrian issue as capacity in roadway issue and timing the lights to get pedestrians across the road and move vehicles at the same time could be problematic. Mr. Lombardo said another traffic study can be done and Staff could meet with CART to discuss possible solutions. Chairman Quinn asked how long it would be before results are in and Mr. Lombardo said thirty days.

Items submitted for the record

1. City Transportation Committee Update dated March 24, 2011

PLANS FOR DUMP THE PUMP DAY.

Mr. Myers said the annual Dump the Pump Day will be held Thursday, June 16, 2011, and all passengers will ride for free that day. He said Staff met with the Norman School District regarding a coloring contest for Kindergarten through fifth grade to draw pictures of their thoughts on riding the bus system. He said the school will select approximately 200 pictures for CART to judge and CART will pick the top five winners, who will get free t-shirts, and the grand prize winner will get his or her artwork displayed on the side of a bus along with his or her picture for three months. He said free t-shirts will not be passed out on the busses due to safety issues and Staff is still debating whether to set up stations to pass out t-shirts or pass them out at the evening concert in Andrews Park. He asked for the Mayor and Council's support of the event and "ride the bus."

Items submitted for the record

1. City Transportation Committee Update dated March 24, 2011
2. Dump the Pump Sponsorship Agreement

UPDATE REGARDING THE COMPREHENSIVE TRANSPORTATION PLANNING PROCESS FOR THE OKLAHOMA CITY AREA REGIONAL TRANSPORTATION SYSTEM (OCARTS), REFERRED TO AS "ENCOMPASS 2035."

Mr. David Riesland, Traffic Engineer, said a Comprehensive Transportation Plan (CTP) assists in developing a transportation system that is appropriate to the land uses it serves, contains a needs assessment and future recommendations for all modes, and provides policies and funding strategies to guide the plan's implementation. Elements of a CPT includes public involvement; data collection; existing condition analysis; review of critical intersections and locations; travel forecasting; future conditions analysis; identifying transportation needs and/or recommendations; and transportation funding and implementation strategies.

Mr. Riesland said Norman had a Transportation Master Plan in 1988, but it was never adopted because too many of the recommendations were thought of as too controversial. He said some of the highlights of the plan recommendations included construction of Front Street from Robinson to Eufaula; an upgrade of Eufaula to a two-lane divided major collector roadway; an upgrade of Lindsey Street to a four-lane undivided roadway;

Tecumseh Road Interchange; and widening a number of existing streets that included intersection improvements. He said the plan also included short-term intermediate-term and long-term improvement with cost estimates for each. He said some of the short-term solutions included construction of Front Street, intermediate-term solutions included the grade separation at the railroad on Robinson Street, and long-term solutions included grade separation at the railroad on Lindsey Street and depressing Lindsey Street through the OU Campus. He said the Plan has been useful for City Staff to identify projects that need to be implemented over the years.

Chairman Quinn asked if the fact that the City had the Plan had anything to do with the decision regarding the Tecumseh Road Interchange and Mr. Lombardo said he believes the reason the process got started was because the need for an interchange was identified in the Plan. He said the plan has guided Staff's efforts in recommending projects to Council and projects taken to voters for approval.

Mr. Riesland said Encompass 2035 is the 2005 through 2035 Transportation Plan for the Oklahoma City metro area. He said it is the sixth CTP and is updated every five years and the goal is to finish the CTP by the end of March 2011. He said the typical planning cycle consists of 3.5 years to develop base year and future demographic information and establish goals and 1.5 years to calibrate computer model using 2005 traffic conditions; forecast future travel demand using computer model; document system deficiencies; identify multi-model alternatives to address system deficiencies; and evaluate alternatives and develop recommendations. He said multi-model improvements include transit, trails, freight, and pedestrian sidewalks and Staff makes sure all projects submitted include transit and pedestrian features.

Mr. Riesland said developing goals will include a lot of public discussion using direct interaction and communication, web and new media technologies, and a comprehensive survey to determine a region's vision.

Mr. Riesland said draft project selection criteria includes the following:

- Support local planning efforts
- Increase safety and reduce congestion
- Address identified safety hotspots
- Integrate multiple transportation modes
- Provide options
- Serve regional activity and employment centers
- Integrate with existing infrastructure
- Support mixed use development
- Support regional freight movement
- Improve access to/from environmental justice tracts
- Improve accessibility for mobility impaired and disabled
- Support existing density
- Avoid impact to culturally or environmentally sensitive lands
- Reduce ozone precursor emissions

Mr. Riesland highlighted the Encompass 2035 project submittal procedures and said street and highway widening submittals went through a Level of Service (LOS) filter. Any submittal containing extended visions for bicycle or transit elements did not have to go through the LOS filter, but did have to go through an evaluation/selection process. Maintenance and approved bicycle/pedestrian elements did not have to go through either the LOS filter or the evaluation/selection process, but instead went directly to the third submittal step, fiscal constraint.

## Transportation Committee Meeting Minutes

March 24, 2011

Page 4

Staff developed a list of Encompass 2035 projects utilizing the Norman 2025, Oklahoma City Area Rapid Transit System (OCARTS) 2030 Plan, current Capital Improvements Plan (CIP), specifically the unfunded projects identified by Council as transportation desires, and the Encompass 2035 LOS map. Mr. Riesland said Staff submitted a total of 34 projects and while some are new, others are part of previous plans. He said the purpose of submitting all projects (new or old) is to try to position the City to be able to apply for future federal funding.

The Encompass 2035 projects submitted by City Staff include:

- Alameda Street – Four lanes to 36<sup>th</sup> and two lanes with 10' paved shoulders east to Lake Thunderbird
- 48<sup>th</sup> Avenue East – Four lanes from Highway 9 to Franklin Road
- 120<sup>th</sup> Avenue East – Two lanes with 6' paved shoulders from Alameda Street to Stella Road
- 156<sup>th</sup> Avenue East – Two lanes with 6' paved shoulders from Highway 9 to Bethel Road
- Franklin Road – Four lanes from 1-35 to 60<sup>th</sup> Avenue West
- Franklin Road – Two lanes with 6' paved shoulders from 24<sup>th</sup> Avenue West to 48<sup>th</sup> Avenue East
- 24<sup>th</sup> Avenue East – Four lanes from Lindsey Street to Robinson Street
- Lindsey Street – Four lanes from 24<sup>th</sup> Avenue East to 36<sup>th</sup> Avenue East
- Lindsey Street – Five lanes from 36<sup>th</sup> Avenue West to Berry Road
- Lindsey Street – Three lanes from Berry Road to Elm Street
- Lindsey Street – Three lanes from Jenkins Avenue to Elm Street (with reconstruction)
- Lindsey Street – Railroad underpass
- 36<sup>th</sup> Avenue West – Four lanes from Tecumseh Road to Indian Hills Road
- 48<sup>th</sup> Avenue West – Four lanes from Robinson Street to Indian Hills Road
- Indian Hills Road – Four lanes from I-35 to 48<sup>th</sup> Avenue West
- Imhoff Road – Four lanes from Classen Boulevard to 24<sup>th</sup> Avenue East
- Porter Avenue – Four lanes from Rock Creek Road to Indian Hills Road
- Porter Avenue – Five lanes from Alameda Street to Gray Street
- Highway 9 – Four lanes from 24<sup>th</sup> Avenue East to City Limits
- Highway 9 – Six lanes from I-35 to 24<sup>th</sup> Avenue East
- 12<sup>th</sup> Avenue East – Six lanes from Classen Boulevard to Indian Hills Road
- 12<sup>th</sup> Avenue East – Four lanes from Highway 9 to Cedar Lane
- 12<sup>th</sup> Avenue West – Four lanes from Tecumseh Road to Rock Creek Road
- Berry Road – Four lanes from Robinson Street to Imhoff Road
- Classen Boulevard – Four lanes from Lindsey Street to 3500' South
- James Garner Boulevard – one Northbound lane from Robinson Street to US 77
- James Garner Boulevard – Two lanes from Robinson Street to Acres Street with University Boulevard Extension
- James Garner Boulevard – Two lanes from Main Street to Tonhawa Street (with realignment)
- Jenkins Avenue – Four lanes from Constitution Street to Lindsey Street
- Main Street – Downtown West Enhancement and Pedestrian Amenities
- Main Street – Downtown West Safety, Street, and Sidewalk Replacements
- Main Street/Gray Street – West Terminal Realignment
- Imhoff Road – Widening from Highway 9 to Chautauqua Avenue or Jenkins Avenue
- Flood Avenue – Widening from Robinson Street to Main Street

Mr. Riesland said a total of 201 projects were submitted by member entities to be considered for Encompass 2035, with Norman having the highest ranked project in the region (Lindsey Street between Jenkins Avenue and Elm Avenue) and nine of the top 15 projects in the region, but every Norman project will be included in the Encompass 2035.

Mr. Riesland said the scoping process for the Norman Comprehensive Transportation Plan (CTP) is in the interim stage to identify potential projects needed to define the City's transportation system. It will involve an extensive public involvement process with numerous public meetings to talk through the deficiencies in the existing system and identify areas that should be considered off-limits. He said public focus group meetings will be held to discuss the goals and interests of the group and will include roads and vehicles, non-motorized transportation, traffic control and/or calming, and other transportation.

Current City resources include \$30,000 set aside in FYE 2012 for scope and development and should be sufficient to hire a consultant to assist with scope development for a CTP. Encompass 2035 can serve as a basis for a CTP Study, as well as the un-adopted 1988 Master Plan and an extensive traffic count database. Mr. Riesland said the Greenway Trails, Parks, and Storm Water Master Plans can also provide baseline information so that some work would not have to be re-done. Mr. Riesland said, in the meantime, Staff can research potential consulting firms to assist with the CTP scope development and prepare a Request for Proposal (RFP) for the CTP scope development. He said Staff can also assist with and participate in the public involvement process and compile a list of what might be important to include as elements in Norman's CTP, based on all the other CTPs in the region.

With the Committee's directive, the tentative next steps will be forming a Citizen Steering Committee, developing the scope of project, selecting a consultant to prepare the CTP Study, and deciding whether to perform a Norman 2025 Plan update in concurrence with the CTP.

Mr. Riesland highlighted a potential timeline beginning with Staff issuing an RFP for scope development by May 2, 2011, and selecting a consultant for scope development by June 1, 2011. He said a consultant contract could be on the June 21, 2011, agenda for Council consideration with a Citizen Steering Committee formed by July 1, 2011. The consultant who is awarded the contract would begin the scope development on July 15, 2011, to be completed by December 31, 2011. He said following the scoping process and pending FYE 2013 budget availability, staff would anticipate beginning a CTP on July 1, 2012.

Councilmember Kovach asked when construction on South Highway I-35 will begin and Mr. Lombardo said the first project is scheduled for this fall. Councilmember Butler asked if that project will be Main Street and Mr. Lombardo said yes. Councilmember Cubberley said Main Street would be an 18 month to 2 year project so it may be 3 to 4 years before the Lindsey Street Project could begin. Councilmember Butler asked if it was too late to include the design process for Lindsey Street and Mr. Lombardo said Mayor Rosenthal had suggested taking Lindsey Street out of the mix and including the piece of roadway between I-35 and Berry Road. He said it would take a couple of years for Staff to be ready for a project of that magnitude with the construction period lasting longer. Councilmember Kovach asked what the City needed to look at as far as a timeline for Lindsey Street and Mr. Lombardo said he did not have that specific information on hand. Ms. Linda Price, Revitalization Manager, said she believes it would be FYE 2016. Councilmember Cubberley said McGee must be included in the project because it is a once in a lifetime opportunity to address the drainage issues.

Chairman Quinn asked if the Committee wanted Staff to move forward and Councilmembers said yes. Councilmember Kovach asked how stakeholders would be selected and Councilmember Cubberley said that has not been decided, but it would have be a broad range of stakeholders throughout the community such as OU; ODOT; social service agencies; railroad community; bicycle community; business community, etc.

Mr. Lombardo said the Outerloop is no longer identified in the Transportation Master Plan, but will be used by the Association of Central Oklahoma Governments when reviewing projects and the impact to traffic congestion through 2035. Chairman Quinn asked if the outerloop was still a concept and Mr. Lombardo said the Plan will state that an outerloop freeway type facility may be needed to address future congestion in the metro area.

Items submitted for the record

1. PowerPoint entitled, "Comprehensive Transportation Plan, City of Norman, Transportation Committee Meeting," dated March 24, 2011

MISCELLANEOUS DISCUSSION.

Mr. Myers said Oklahoma City Metro Transit has discontinued free rides on Ozone Alert Days, but will give free rides the third Friday of June, July, August, and September. He said CART will continue to offer free rides on Ozone Alert Days.

The meeting adjourned at 6:35 p.m.